

The Hong Kong Daily Press.

No. 7143 號三十四百壹千七第

日六念月九辰庚緒光

HONG-KONG, FRIDAY, OCTOBER 29TH, 1880.

五洋禮 號九十二月十英 港香.

PRICE \$25 PER MONTH.

SHIPPING.

ARRIVALS.

October 27, T. C. Hook, British str., 902, W. H. Bradley, Haiphong 25th October, Emd.—LANDNER & Co.

October 28, CASSANDRA, German steamer, 937, H. L. Lander, Haiphong 24th October, and Hoihow 26th, Rice and General.—SIEMSEN & Co.

October 28, YANOTZEE, British str., 782, Schulze, Canton 27th October, General.—SIEMSEN & Co.

October 28, CHARLTON, British steamer, 786, Brinsford, London 17th July, Antwerp 25th, and Manila 22nd Oct., General.—ARNHOLD, KARBERG & Co.

October 28, MEE-FOO, American str., 1,282, Cunningham, Canton, General.—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOURMASTER'S OFFICE.

OCTOBER 28TH.

Folien, British steamer, for Swatow, & Co.

Hespa, German steamer, for Shanghai.

DEPARTURES.

October 28, A. H. SMITH, American ship, for San Francisco.

October 28, ELEGANT Spanish steamer, for Amy.

October 28, HOCHUNG, Chinese steamer, for Canton.

October 28, PENEDO, British steamer, for Haiphong.

October 28, THALES, British steamer, for Australia.

October 28, HESPERIA, German steamer, for Shanghai.

October 28, JOSEPH HENRICK, German b.k., for Haifa.

October 28, GREAT ADMIRAL, American ship, for San Francisco.

PASSENGERS.

ARRIVED.

Per Cassandra, str. from Haiphong and Hoihow, Capt. J. W. Mann, second mate, steward, and 5 of the crew; and American ship James Haidas, crewed on the N.E. Coast of Hainan Island, and 70 Chinese.

DEPARTED.

Per Great Admiral, for San Francisco.—Mr. Hogg.

Per Thales, str., for Port Darwin, &c.—Mr. and Mrs. W. Smith, Miss Carroll, and Mr. Wong Shek, 2 Europeans, 10 Chinese, and 23 Chinese.

Per Folien, str., for Swatow, &c.—Europeans and 250 Chinese.

REPORTS.

The British steamer Cassandra reports left Haiphong on the 24th instant, and Hoihow on the 26th. From Haiphong to Hoihow light N. Easterly winds and fine weather. From Hoihow to Hongkong fresh monsoon and high seas. The first part, and the latter part moderate. North-westerly winds. On the 29th September passed T. A. Thompson, in lat. 5° N. and long. 123 E., en route to New York, wanted to be reported, all the way across from land to land had a very hard passage.

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HONGKONG SHIPPING.

October 28, ARRIVALS.

3, Penedo, British steamer, from Singapore.

4, Matabao, British str., from Singapore.

4, Patana, British steamer, from Singapore.

5, Bosphorus, British steamer, from Singapore.

7, Bosphorus, British steamer, from Singapore.

7, Kogas, British steamer, from Singapore.

7, Suryastra, British str., from Singapore.

7, Telegraph, Steamer bark, from Hongkong.

9, Ta Hongkong, Steamer bark, from Samoeng.

10, Dotted, Steamer bark, from Singapore.

10, Dan, British steamer, from Hukou on.

12, Quatre, German steamer, from Singapore.

12, Capo, British str., from Singapore.

12, Capo, British str., from Singapore.

HEAD OFFICE—14, RUE BERGERE, PARIS.

INCORPORATED 7th and 18th March, 1880.

Recognized by the International Convention of 30th October, 1862.

HONGKONG BANKING CORPORATION.

OFFICES OF THE CORPORATION.

No. 1, Queen's Road East.

Hongkong, 16th August, 1880.

COMPTEUR DES COMPTES DE PARIS.

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THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, &c.
For 1880.
With which is incorporated "THE CHINA
DIRECTORY".

This Work, the ONLY one of the kind in China
or Japan, is now in the

FIGURENTH YEAR.
in its existence, and is NOW READY for SALE.

It has been compiled from the MOST AUTHEN-
TIC SOURCES, and pains have been spared to
render it THOROUGHLY RELIABLE, both as a
Directory and as a Work of Reference on Com-
mercial Matters.

Various additions have been made, tending to
render the Work still more valuable for re-
ference. The descriptions of each Port have
been carefully revised, and the trade statistics
brought down to the latest date obtainable.

It contains a DESCRIPTION of and
DIRECTORY for HONGKONG, MACAO, PA-
KHOI, HOILOHNG, WHAMAO, CANTON, SWATOV,
AMOY, TAKAO, TAIWANJOO, TAMSUI, KEN-
LUNG, FOOCHOW, WENHUA, NYINGO, SHANG-
HAI, CHINCHING, KIUKANG, WUHUA, HANKOW,
LIANGHUNG, CHENGH, TAIPEI, TIENTSIN, NEW-
CHIANG, PEKING, NAGASAKI, KORE (HIOGO),
OSAKA, YOKOHAMA, NIIGATA, HAKODATE,
NANTO, ILIGO, CHEO, SAGOM, CAMBODIA,
HAIKONG, HANOI, HANGKONG and SING-
APORE, as well as condensed accounts of China,
Japan, the Philippines, and the Ports of As-
ia.

The Work is embellished with the following
Plans and Maps:—Chromo-lithograph Plans of
VICTORIA, Hongkong, of CANTON, the FO-
REIGN SETTLEMENTS at SHANGHAI; a Chromo-lithograph Plate of the CODE of
SIGNALS in use at VICTORIA PEAK; and
Maps of the COAST of CHINA and HONG-
KONG.

"The Chronicle and Directory for China
Japan, and the Philippines" is published in
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Daily Press Office, 13th January, 1880.

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DRUGGISTS' SUPPLYMEN.
And
AERATED WATER MAKERS.

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PASSENGER SHIPS SUPPLIED.

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business communications be addressed to the
Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY.

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Communications on Editorial matters should be
addressed to "The Editor," and on business to "The
Manager," and not to individuals by name.
All letters for publication should be written on one
side of the paper.

Correspondents are requested to forward their
name and address with communications addressed to the
Editor, not for publication, but as evidence of
good faith.

Advertisements which are not ordered for a final
print will be continued until countermanded.

The Daily Press,
Hongkong, October 29th, 1880.

The neighbouring French Colony of Saigon
seems to have entered on a new phase of ex-
istence. When NAPOLEON III. conceived the
idea of creating a second India which should
rival the possessions of England beyond the
Cape, and proceeded to execute his purpose by
the formation of the Colony of Saigon, great
expectations were formed in respect to the
undertaking. European affairs, however, then
diverted attention from the infant settlement,
and until recently it did little more than exist.
It was under military Government, and trade
did not thrive. Some twelve months ago,
however, a civil Governor was appointed and
liberal reforms were promised. Inmediately
there was an infusion of new life into the affairs
of the colony, the people were delighted with
the change, and a programme of public works
was soon sketched out almost appalling by its
magnitude. There are not wanting those who
attack some of the proposed works as involving
useless expenditure of money and who con-
stitute an opposition to the present régime;
but, as far as we can judge at this distance, this
party, although including some members in-
dividually influential, is not numerous or as a
whole weighty. For many weeks past the election
fever has been high upon our neighbours.
The members of the Colonial Council, an
entirely new body, had to be elected, as also
had the Municipal Council, and several other
bodies, the French at Saigon being more for-
tunate than the residents of Hongkong in
being allowed some voice in the management
of their public affairs. The elections are now
concluded, and the party of progress has
been eminently victorious. It remains to
be seen whether all the talk there has
been about new public works will be followed
by corresponding deeds. The Governor
in inaugurating the Colonial Council, which
is a legislative body, made a liberal and high-
minded speech, which we reproduce in our
Saigon news yesterday. He urged the Council

to assure the good will of the native popu-
lation by the exercise of justice and the pro-
motion of education, and with regard to the
public works which are to develop the material
resources of this rich country he practically
gave the Council a carte blanche for six and
a half millions of francs a year. Exhaustive
reports by all the heads of departments have
been prepared for submission to the Council.
These we have not had the opportunity of
examining in detail, nor would it be within our
province to criticise them minutely; we have
the means of doing so. It is sufficient to say
that great improvements are sketched out
in the formation of new roads, the exten-
sion of the waterways of the country, and
finally the laying of a railway to Phnom-
penh in Cambodia. The carrying on of the
railway to Yunnan is a project which has
been discussed, but does not, of course, yet
find a place in the official programme. With
the valuable Song-kol route still left ne-
glected it is ascending very far in *nilibus*
to talk of a railway following practically
the same direction, but should such a project
ever be undertaken the evidence leaves lit-
tle room for doubt that the route suggested by
the French is the most practicable. It is not
much to suppose, however, that the Song-
kol will not much longer be left *nilibus* un-
utilised by those agencies of wealth which
are designing its extension, to bear
upon its waters from its rich province of
Yunnan to the sea-*land*. What the precise
Xunhuan ^{are} with regard to Ton-
quin has not yet satisfactorily explained
but whether a country be annexed or not
there can be no doubt that an expeditionary
force of some kind will next year be sent into
the opening up of the Song-kol to com-
munity, ought to follow speedily as a matter
of course. The undertaking is not without
difficulties, but they are not insurmountable.
A few light-raft gunboats would be
sufficient to overawed and keep quiet the hordes
of robbers on the borders of China and Ton-
quin which now render the navigation unsafe,
and, once security were offered, trade would
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